





<u>COMPARTMENTS</u>	<u>SUCTIONS</u>	<u>AIR PIPES</u>	<u>SOUNDING PIPES</u>
FORE PEAK DRY TANK	1'-3½"	1' - 3½"	1' - 1½"
N° 1 DOUBLE BOTTOM	2'-4"	4' - 3"	1' - 2"
N° 1 DEEP TANK P. # S.	1'-9" (P + S)	1' - 5" (P + S)	1' - 2" (P + S)
N° 2 DEEP TANK P. # S.	1'-4" (P + S)	1' - 5" (P + S)	1' - 2" (P + S)
N° 1 CARGO TANK P. # S.	1'-8" (P + S)		
N° 2 CARGO TANK P. # S	1'-8" (P + S)		
N° 2 DOUBLE BOTTOM P. # S	1'-3" (P + S) 1'-4" (P + S)	2' - 3½" (P + S)	1' - 2" (P + S)
N° 3 CARGO TANK P. # S	1'-10" (P + S)		
N° 3 CARGO TANK CENTRE F. # A.	1'-10" (F + A)		
N° 3 DOUBLE BOTTOM P. # S	1'-3" (P + S) 1'-4" (P + S)	2' - 3½" (P + S)	1' - 1½" (P + S)
N° 4 CARGO TANK P. S. # C.	1'-10" (P. S. + C.)		
FORWARD PUMP ROOM	2' - 2½"		2' - 1½"
OFFERDAM FR. 84 - 85	2'-3"	2' - 2½"	1' - 1½"
N° 4 DOUBLE BOTTOM P. # S.	2'-2½" (P + S)	2' - 2½" (P + S)	1' - 1½" (P + S)
OFFERDAM FR. 66 - 67	2'-2½"	2' - 2½"	1' - 1½"
ENGINE ROOM	2'-3" 2'-5"		
FUEL OIL SETTLING TANKS P. # S.	1'-4" (P + S) 2'-2" (P + S)	1' - 6" (P) 1' - 4" (S)	1' - 1½" (P + S)
N° 5 CARGO TANK P. S. # C.	1'-10" (P. S. + C.)		

S. S. ARLINGTON BEACH PARK.

REVISED EDITION

WEST COAST SHIPBUILDERS LTD.

<u>VICTORY TANKER</u>			
GENERAL PUMPING ARRANGEMENT			
DESIGNED	DRAWN	TRACED	CHECKED
	S. S. J.	M. Carter	M. C. M.
APPROVED	REVISED	DATE	SCALE
		SEPT. 18, 1943.	1/8" - 1 FT
HULL NO. 135	DWG. NO.	V.T. - 220	

TABLE OF
MAIN SUBDIVISION

FRAMES	Ccompartment	Length	Longitudinal Division
T-12	RFT PEAK TANK	84'-0"	
12-16	HTSEK COFFERPAM	15'-0"	
16-27	NO. 7 TANK	22'-6" OT. 4 BULKHEAD	
27-40	NO. 6 TANK	32'-6" OT. 4 BULKHEAD	
40-59	NO. 5 TANK	45'-0" 2-OT. BHDS 10'-0" OFF E	
58-66	HIMP KUOM COFFERPAM	20'-0" WT. 4 BULKHEAD	
66-86	MACHINERY SPACE	50'-0"	
86-91	FWD PUMP ROOM	12'-6"	
91-106	NO. 4 TANK	37'-6" 2-OT. BHDS 10'-0" OFF E	
106-121	NO. 3 TANK (AFT)	37'-6" 2-OT. BHDS 10'-0" OFF E	
121-135	NO. 5 TANK (AFT)	35'-0" 2-OT. BHDS 10'-0" OFF E	
135-149	NO. 2 TANK	31'-6" OT. 4 BULKHEAD	
149-162	NO. 1 TANK	29'-3" OT. 4 BULKHEAD	
162-173	FOREPEAK TANK	22'-0"	

PRINCIPAL DIMENSIONS

LENGTH B.P. 416' - 0"
BREATH MLD. 56' - 10 1/2"
DEPTH MLD. 37' - 4'
DRAFT MLD. 26' - 10 1/4'
CORRESPONDING DEADWEIGHT 10,000 TONS
FIRST NUMERAL (L + D) 15,500
SECOND NUMERAL L + (B + D) 39,200

FRAME SPACING

FRAMES H-18 - 24'
FRAMES 18 - 15 - 30'
FRAMES 155-162 - 24'
FRAMES 162 - 174 - 24'

CASING

CASING PLATING 5 1/2" TO 16"
CASING STIFFENERS 3 1/2" X 5/8" O.D.S.
CASING TOP BEAMS 6" X 3 1/2" X 30" O.D.S.

TOP OF EXPANSION TRUNKS 30" PLATE
6" X 3 1/2" X 30" O.D.S. BEAMS
6" X 3 1/2" X 30" O.D.S. LIPS.

NO CANTER

10'-0" INSIDE CASINGS
22'6" INSIDE SUPERSTRUCTURE
DECKHOUSES ON UPPER DECK
5/8" PLATE THROUGHOUT WITH
3 1/2" X 5/8" STIFFENERS @ 50"

UPPER DECK STRINGER PLATE 1" TO 90'
UPPER DECK PLATING OUTSIDE CASINGS 1/2" TO 16"
UPPER DECK PLATING BETWEEN TEAMS 1/2" TO 16"
UPPER DECK TRUNK CORNER DOUBLERS 1/2"

WHEELBAR 6" X 6" X 30" FOR 95'L ONLY
UPPER DECK PLATING 1/2" TO 16"

EXPANSION TRUNK & TWEEN
DECK BULKHEADS

EXPANSION TRUNK SIDES & ENDS
PLATING 5 1/2" OR 16"
STIFFENERS 3 1/2" X 40" O.D.S. OR
EQUIVALENT SECTION @ 2 1/2" C.I.T.S.
W.T. TWEEN PEAK TRANSVERSE BULKHEAD
PLATING 5 1/2" TO 16"
STIFFENERS 6" X 3 1/2" X 30" O.D.S. OR
EQUIVALENT SECTION @ 2 1/2" C.I.T.S.
NON-W.T. TWEEN PEAK LONGITUDINAL BHD
PLATING 5 1/2"
STIFFENERS 6" X 3 1/2" X 40" O.D.S. OR
EQUIVALENT SECTION @ 2 1/2" C.I.T.S.

TWEEN PK. FRAMES TO BE STOPPED 2' OFF 2ND DECK
9' 12" X 5 1/2" BKT. FITTED
1/2" HOLES @ 2.0 C.I.T.S.

PILLARING

4" H.P. PILARS @ 12'-6" C.I.T.S.
TO BE LOCATED IN TWEEN DECKS
UNDER 5' UPPER DECK GIRDERS
PIPS TO BE SLOTTED AT TOP TO
RECEIVE GIRDERS & TO REST ON
5/8" OR 1/2" PAD AT BOTTOM

10'-0" INSIDE EXPANSION TRUNKS

NO CANTER

10'-0" INSIDE EXPANSION TRUNKS</